1		2	3
Tamilnadu	LPTs :	Pattukottal	Not sanctioned
		Attur	5 posts sanctioned
		Shankarankovil	-do-
Tripura	VLPT :	Dharmanagar	Unmanned installation
Uttar Pradesh	LPTs :	Ganj Dundwara	Not sanctioned
		Kasganj	5 posts sanctioned
		Naugarh	Not sanctioned
		Auraiya	-do-
		New Tehri	-do-
		Mahoba	-do-
		Athdama	-do-
		Nanpara	5 posts sanctioned
		Nainidanda	Not sanctioned
	VLPTs :	Chaukhatia	Unmanned installation
		Pratap Nagar	-do-
West Bengal	LPTs :	Farakka	Not sanctioned
		Murshidabad (DD-II)	-do-
Andaman and Nicobar Islands (U.T.)	LPT :	Port Blair (DD-II)	-do-
	VLPT :	Great Nicobar	Unmanned installation
Dadar and Nagar Haveli (U.T.)	LPT :	Silvassa	5 posts sanctioned
Daman and Diu (U.T.)	LPT :	Diu	Not sanctioned

Total Number of Transmitters-74 (HPTS-4, LPTS-54 and VLPTS-16)

[English]

National Action Plan for Tourism

*118. SHRI G.A. CHARAN REDDY: Will the Minister of TOURISM be pleased to state :

(a) whether the National Action Plan for Tourism announced in May, 1992 has been reviewed to find out the shortcomings in the target and to attract more tourists in this sub-continent;

(b) if so, the details thereof;

(c) whether any realistic plan has been prepared taking into account the ground realities and involve the private sector investments;

(d) if so, the details thereof; and

(e) the steps taken to meet the target of five million tourists by the turn of the century?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (e). The National Action Plan for Tourism, stipulated a target of 5 million tourist arrivals within five years from 1992.

It was reviewed subsequently and found that the target could not be achieved before the turn of the century as it involved large scale investments in infrastructure both by the Government and the private sector. The targets were also reviewed by the Working Group on Tourism for the Ninth Five Year Plan and projected 3.12 million tourist arrivals by 2000 AD as reasonable unless extra efforts were made to mobilise resources for infrastructure development to achieve the 5 million target. The Department of Tourism has prepared a National Strategy for the Development of Tourism enlisting the investments and activities to be taken up by different Departments of Government of India, State Governments, Financial Institutions and the Private Sector. The notional estimates given in the strategy paper stipulate a total investment of Rs. 48,061 crores by various agencies including private sector. The investments required to be made by various Departments of Government of India amount to Rs. 25,011 crores including Rs. 4861 crores by the Department of Tourism during Ninth Plan period. State Governments Rs. 4,100 crores and financial institutions and the private sector Rs. 18,950 crores.

Passenger Amenities at Railway Stations

*119. SHRI HARIN PATHAK : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware that

passenger amenities at the railway stations have deteriorated since the past about one year;

(b) if so, the details thereof;

(c) whether any surprise checks have been conducted to find out the factors responsible for bottlenecks in passenger amenities;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the concrete measures taken/proposed to be taken by the Government to streamline the passenger amenities at the railway stations?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) There has been no deterioration.

(b) Does not arise.

(c) to (e) Regular and surprise inspections are conducted by Railway officers and supervisory staff at various levels in order to ensure that requisite passenger amenities are available and well maintained. As a follow up of these inspections, corrective action is being taken, where necessary. In addition, Service Improvement Groups have been constituted at important stations with a view to have a multi-disciplinary approach to the upkeep and improvement in the services provided. These Groups consist of Officers/Supervisory staff from various Departments and function at Station, Divisional and Headquarters levels.

(f) Minimum facilities have been provided at all stations. Norms based on volume of traffic at stations have been laid down for provision of various amenities viz. waiting hall, sitting accommodation, drinking water, latrine and urinals, booking arrangements, water coolers, waiting rooms, covered-sheds etc. Allocation of funds for amenities are constantly being increased from year to year.

Besides, for the convenience of the passengers, reserved accommodation on trains through Computerised Passenger Reservation System has been extended to 271 locations upto 31.3.96 covering about 92% of the total reserved accommodation. Enquiry Offices are also being upgraded by providing Inter-active Voice Response System (IVRS) for telephonic enquiries, improved announcement and display systems.

Monitoring Cells at Ministry, Zonal and Divisional Railway Headquarters levels have also been set up for monitoring passenger complaints related to passenger amenities.

[Translation]

Train Accidents

*120. SHRI RADHA MOHAN SINGH :
DR. RAMESH CHAND TOMAR :

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents took place during the last three years along with the details of the number of persons killed/injured therein;

(b) whether inquiries have been conducted in respect of each accident;

(c) if so, the findings thereof; and

(d) the steps taken by the Government to check recurrence of train accidents?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Information is as under :

	1993-94	1994-95	1995-96
Number of consequential train accidents	520	501	398
Number of passengers			
Killed	179	84	406
Injured	446	434	681
Railway staff			
Killed	20	19	37
Injured	89	91	77
Others			
Killed	180	202	151
Injured	370	162	177

(b) Yes, Sir. Each and every accident is enquired into by a Committee of Officers. Serious accidents are enquired into by the Commission of Railway Safety, which functions under the Ministry of Civil Aviation and Tourism.

(c) Causes of train accidents during the three years are as under :

Broad Causes	1993-94	1994-95	1995-96
1. Failure of railway staff	358	351	237
2. Failure of persons other than railway staff	72	76	71
3. Equipment failure	55	38	50
4. Sabotage	16	9	16
5. Incidental	8	15	11
6. Combination of factors	2	2	3
7. Could not be established conclusively	9	10	10
	520	591	398

(d) Some of the measures taken to improve safety and prevent accidents are as under :

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.